

Investing in scientific research also hardens our national security. We can either have a world where the Chinese Communist Party determines the rules of the road for 5G, AI, and quantum computing or we can make sure the United States gets there first—few things that should bring this Chamber together faster than securing another century of American leadership than this.

I am proud to have worked with my colleagues Senator YOUNG, Chairwoman CANTWELL, Ranking Member WICKER, and others to get this bill to the floor of the Senate. And I greatly look forward to working with all of my colleagues during these next few weeks on amending, broadening, and passing this legislation before the month is out.

BIDEN ADMINISTRATION

Mr. SCHUMER. Madam President, one final matter. Tomorrow, President Biden will visit an electric manufacturing facility in Michigan, where a major American auto company is set to unveil its new electric—electric—pickup truck.

Tomorrow's announcement is a significant breakthrough. Because it is one of the bestselling cars in America, the success of an electric pickup could hasten our Nation's transition to a cleaner, brighter, and stronger transportation future.

And personally, I am very happy to see the Biden administration put a spotlight on zero-emission vehicles. This is an issue I have been working on for a very long time, and something I am passionate about. No matter how you look at the data, there is no way that America can meet our targets for reducing greenhouse gas emissions without looking at how we drive. Transportation accounts for nearly one-third of America's carbon outlook. And while the transition to electric vehicles is already underway, it is progressing too slowly.

That is why almost 2 years ago I developed and introduced an ambitious new proposal to rapidly phase out gas-powered vehicles and replace them with clean cars. All told, the object of the plan—called Clean Cars for America—is that by 2040, all vehicles on the road should be clean. I am delighted that President Biden has put this proposal in his build back America infrastructure plan.

Through a mixture of credits and investments, it would make electric vehicles affordable for all Americans, provide incentives to trade in older gas vehicles, build the necessary charging infrastructure, and, very importantly, create tens of thousands of good-paying union jobs in automaking, construction, and battery manufacturing.

What distinguishes this proposal is its ability to unite the environmental movement, the labor movement, and the large automakers.

Isn't that a great thing? We used to have the environmental proposals and

work and union proposals conflict—no more because we are taking each other's needs into account. This bill has already earned the support of the Sierra Club, the Natural Resources Defense Council, the League of Conservation Voters, the UAW, and the International Brotherhood of Electrical Workers, and car manufacturers like Ford and General Motors are supportive as well.

So you have the whole span. Something like this should pass with a lot of votes, I hope. And I was very proud to see President Biden put my Clean Cars for America proposal at the heart of his American jobs plan.

In recent weeks, the virtue of such a plan has been made apparent to millions of drivers and not just for climate-saving reasons. The gasoline shortages along the eastern seaboard, though temporary, revealed, once again, that electric vehicles can be more reliable. For EVs, the price and availability of fuel does not depend on the ebb and flow of fossil fuel discovery, the volatility of international markets, or panics, like the one we just saw.

On every front—on jobs, American economic leadership, protecting the planet—transitioning to a clean car future provides benefits. In the 20th century, America led the way in auto manufacturing. If we fall behind on electric cars, we will no longer lead the way. But this legislation has us staying No. 1 and producing lots of good-paying jobs—hallelujah.

So as the President prepares to go to Michigan for this important announcement, we should also be talking about making a larger scale, ambitious effort to speed our country's transition to zero-emission vehicles. Clean Cars for America is the way to do it.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. MCCONNELL. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

RECOGNITION OF THE MINORITY LEADER

The PRESIDING OFFICER. The Republican leader is recognized.

ISRAEL

Mr. MCCONNELL. Madam President, yesterday was the deadliest day yet in the continued fighting between the terrorist forces attacking Israel and Israel's measured, precise, and defensive response.

Hamas unleashed another round of rocket barrages, intentionally targeting civilian areas all across Israel. Israel intensified its campaign to, among other specific military objec-

tives, destroy the terrorist group's underground networks of weapons storage and command and control.

Last week, Hamas's rocket attacks took the life of a 5-year-old Israeli boy. And because Hamas, in stark violation of the laws of war, intentionally co-locates its terrorist facilities in civilian buildings in neighborhoods, Israeli strikes have regrettably led to civilian casualties in Gaza.

No one is glad to see the fighting, but we are already seeing some push the false narrative that this conflict is a tragic dispute between two legitimate combatants where both sides share blame that is roughly equal—what nonsense. This yields calls for blanket cease-fires and people wagging their fingers at both sides. This camp apparently includes some of our own Senate colleagues.

To say that “both sides” need to de-escalate downplays the responsibility the terrorists have for initiating the conflict in the first place and suggests Israelis are not entitled to defend themselves against ongoing rocket barrages. I completely reject this obscene moral equivalence.

Now, the second false narrative is the view on the increasingly vocal far left that Israel is, to quote one far-left Member of the House, an “apartheid state.” Another says Israel has perpetrated “an act of terrorism.”

Look, this is not a conflict between Israel and the Palestinian people. Hamas has sought to hijack recent tensions to advance its own narrow, violent objectives. In that sense, it is a conflict between Israel and a terrorist rump state in Gaza that uses its civilian population as human shields and exploits their suffering for political gain. These terrorists set up shop in apartment buildings and under press offices. They direct rocket attacks from the cover of schools and markets. In the past, when their operatives have been killed, they passed them off to the international community as civilian victims of Israel.

Few countries in history spend as much effort to avoid civilian casualties during war as Israel and the United States. We hold our militaries to the highest standard. Our Israeli friends take pain to defend themselves in ways that are responsible and spare the very civilians Hamas is willing to sacrifice for its propaganda. Israel invests heavily in precision munitions. They spend precious time after attacks confirming target identification. And listen to this: They even provide advance warning to civilians in Gaza before specific buildings are targeted, even when doing so means the terrorists may also evacuate.

It is all well and good for President Biden to speak with the President of the Palestinian Authority, but he holds little sway in Gaza. And twice he has rejected generous offers from different Israeli Governments aimed at establishing an enduring peace.

But if the so-called international community wants to actually make a